2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

73

Prince Edward County
Town of Farmville

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					PHILIC	Euward	wante	nance A	irea							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		Cll - ++	- C	r :								
15)	4.49	3300	G	90%	1%	3%	e County 1	6%	0%	С	0.084	F	0.701	3300	G	2003
(15)	7.65	4300	G	From: 90%	1%	3%	73-633 1%	6%	0%	F	0.086	F	0.709	4300	G	2003
				To: From:			3 Kingsvil									
15	2.83	7600	G	92%	0%	3% 0, BUS US	2%	3%	0%	С	0.079	F	0.649	7600	G	2003
15	4.56	8600	F	86%	1%	2%	1%	10%	1%	С	0.103	В	0.536	8400	F	2003
15	0.24	5100	G	86%	1%	US 460 W 2%	1%	10%	1%	F	0.084	F	0.582	5100	G	2003
(15)	1.77	4300	G	From: 92%	BUS 0%	S US 15 No 2%	1%	5%	e 0%	С	0.089	F	0.583	4300	G	2003
				To:		Buckingh		Line								
Bus 15	0.11	13000	N	97%	1%	2%	US 15 0%	1%	0%	N	0.088	N	0.649	14000	N	2003
(15)				To:	.,,		Farmville									
Town of Farmville				From:		SCI	Farmville		1							
Bus (15)	0.72	13000	G	97%	1%	2%	0%	1%	0%	F	0.088	F	0.649	14000	G	2003
Bus				To: From:		Old SO	CL Farmvi	lle	-							
15 Main Street	0.42	15000	G	97%	1%	2%	0%	1%	0%	С	0.087	F	0.528	16000	G	2003
Bus Main Street	0.13	15000	G	From: 97%	0%		nwood Rd 0%	1%	0%	F	0.086	F	0.504	16000	G	2003
(15) Main Street	0.13	15000		To	0%	2% 	illiam St	1 70	076	Г	0.000	Г	0.504	10000	G	2003
Bus (15) Main Street	0.30	14000	G	97%	0%	2%	0%	1%	0%	F	0.083	F	0.582	15000	G	2003
Bus				From:		Gri	ffin Blvd		-							
Main Street	0.16	11000	G	97%	0%	2%	0%	1%	0%	F	0.089	F	0.517	11000	G	2003
Bus				From:		(Gross St									
15 Main Street	0.41	10000	G	97%	0%	2%	0%	1%	0%	С	0.091	F	0.562	11000	G	2003
Bus				To: From:		P	utney St		•							
15 Main Street	0.21	9600	G	97% To:	0%	2%	0%	1%	0%	F	0.091	F	0.59	10000	G	2003
Bus				From:			gh Street ain Street									
15 High Street	0.07	3500	G	97%	0%	2%	0%	1%	0%	F	0.091	F	0.567	3800	G	2003
Bus				From:		Ven	able Stree	t								
15 High Street	0.29	3400	G	96% To:	1%	2%	1%	1%	0%	F	0.085	F	0.514	3700	G	2003
Bus				From:			ak Street High St									
(15) Oak Street	0.28	6000	G	96%	1%	2%	1%	1%	0%	F	0.092	F	0.547	6400	G	2003
Bus				To: From:			hird St ak Street									
15 Third Street	1.29	11000	G	96%	1%	2%	1%	1%	0%	С	0.092	F	0.533	12000	G	2003
Bus				From:		Indust	rial Park I	Rd								
15 Third Street	0.94	7500	G	97% To:	0%	1%	1% WCL Farm	1% nville	0%	F	0.088	F	0.55	8100	G	2003
Prince Edward County																
Bus	4.00	0=00		From:	001		WCL Farm		201		0.400		0.00:	7100		0000
[15]	1.22	6700	Α	97% To:	0%	1%	1% US 15	1%	0%	С	0.103	Α	0.604	7100	Α	2003
Town of Farmville																
	0.10	10000	G	96%	0%	Hi 2%	gh Street 1%	1%	0%	F	0.112	F	0.506	11000	G	2003
45	0.10	10000	G	90% To:	0 %		Third St	1 /0	0 /0	1-	V. 1 1Z	1,	0.500	11000	G	2003
				-					-							

					Prince	e Edward Mainter	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Farmville				From:		Thind Ca		1							
45 Main Street	0.40	9100	G	96%	0%	Third St 2% 1%	1%	0%	С	0.092	F	0.563	9900	G	2003
45 Main Street	0.18	7800	G	96%	0%	2% 1%	1%	0%	F	0.086	F	0.552	8500	G	2003
45 Main Street	0.73	6000	G	From: 95%	0%	Osbome Rd 2% 1%	2%	0%	С	0.088	F	0.566	6500	G	2003
Di El IC i				10.		NCL Farmville									
Prince Edward County				From:		W 73-692									
133	1.04	1900	G	92%	0%	2% 5% 73-692 West of King	1%	0%	С	0.077	F	0.699	1900	G	2003
133	0.15	3300	G	92% To:	0%	2% 5% US 15 Kingsvill	1%	0%	F	0.08	F	0.533	3300	G	2003
				From:		US 460									
307	2.83	4800	Α	88%	1%	2% 1%	8%	1%	С	0.115	Α	0.622	4700	Α	2003
				To:		Nottoway County I	Line								
~~~				From:		Charlotte County I									
360	2.23	5500	G	82%	1%	1% 2%	13%	1%	F	0.081	F	0.5	5300	G	2003
~~~				To: From:		55-701									
(360)	3.13	4900	G	82%	1%	1% 2%	13%	1%	F	0.076	F	0.590	4700	G	2003
(360)	0.26	5300	G	From: 82%	1%	73-728 1% 2%	13%	1%	F	0.071	F	0.606	5100	G	2003
(360)				To:		73-630	,.				•	0.000			
360	3.09	5000	G	82%	1%	1% 2%	13%	1%	F	0.075	F	0.605	4900	G	2003
360	5.56	4700	Α	82% To:	1%	73-696 1% 2% Nottoway County I	13%	1%	С	0.107	Α	0.62	4600	Α	2003
				From:											
(460)	1.07	6300	G	86%	1%	Appomattox County 1% 1%	11%	0%	F	0.074	F	0.544	6200	G	2003
400				To		BUS US 460		1.							
460	5.83	6800	G	86%	1%	1% 1%	11%	0%	F	0.076	F	0.59	6700	G	2003
(460)	5.58	8700	G	From: 86%	1%	73-626 1% 1%	11%	0%	F	0.076	F	0.613	8600	G	2003
<u>~</u>				To: From:		US 15 West of Farm	ville								
460 [15]	4.56	8600	F	86%	1%	2% 1%	10%	1%	С	0.103	В	0.536	8400	F	2003
<u></u>	0.75	0000		From:	40/	US 15 South of Farm		00/		0.000		0.50	0500		0000
(460)	2.75	8600	G	86%	1%	1% 1%	11%	0%	F	0.069	F	0.52	8500	G	2003
	4.28	12000	G	From: 86%	В 1%	US US 460 East of Fa 1% 1%	armville 11%	0%	F	0.075	F	0.556	12000	G	2003
(460)	4.20	12000	G	00 70 	1 70		1170	070	Г	0.073	r	0.550	12000	G	2003
(460)	4.44	6800	G	From: 86%	1%	SR 307 Rice 1% 1%	11%	0%	F	0.086	F	0.5	6700	G	2003
(460)	7.77	0000	-	To:	1 /0	Nottoway County I		- J	•	0.000	•	0.0	0700	3	2000
Town of Pamplin City								· ·							
Bus				From:		Appomattox County									_
(460)	0.21	1400	G	94%	0%	3% 1% ECL Pamplin Ci	2%	0%	С	0.083	F	0.526	1400	G	2003
Data as Edoua 1 C						LCL I ampini Ci	·J								
Prince Edward County Bus				From:		ECL Pamplin Ci	ty								
(460)	1.43	1400	N	94%	0%	3% 1%	2%	0%	Ν	0.083	Ν	0.526	1400	Ν	2003
				To-		US 460 East of Pan	nplin								
Bus		F400	_	From:	401	US 460 S	4007	401	_	0.001	_	0.500	F400		0000
(460) (15)	0.24	5100	G	86% To:	1%	2% 1% US 15; Bus US 1	10%	1%	F	0.084	F	0.582	5100	G	2003
						05 13, Bus 03 1	. J								

					Prince	Edward	Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				-												
Bus Bus	1 22	6700		From: 97%	0%		Bus US 1%		0%	0	0.402	۸	0.604	7100	^	2003
460 (15)	1.22	6700	Α	97 % To:	0%	1%	73-695	1%	0%	С	0.103	Α	0.604	7100	Α	2003
T CE TI						,	3-073									
Town of Farmville Bus Bus				From:		73-695, V	VCL Farn	nville	Ī							
460 15 Third Street	0.94	7500	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.55	8100	G	2003
				To:		Industr	rial Park F	Rd								
Bus Bus Third Street	1 20	44000	G	96%	1%			1%	0%	_	0.000	_	0.522	12000	_	2002
460 (15) Third Street	1.29	11000	G	90% To:	170	2%	1% 15 BUS	170	0%	С	0.092	F	0.533	12000	G	2003
Bus				From:			Oak St									
460 Third St	0.67	7400	G	92%	1%	5%	1%	1%	0%	F	0.094	F	0.629	8000	G	2003
				To: From:		N	fain St									
Bus 460 3rd Street	0.17	8700	G	92%	1%	5%	1%	1%	0%	С	0.087	F	0.505	9400	G	2003
460 Sid Street	0.17	0700	G	32 /0	1 /0			1 70	070	C	0.007	•	0.505	3400	O	2003
Bus				From:		Vii	rginia St									
3rd Street	1.22	7400	G	92%	1%	5%	1%	1%	0%	F	0.092	F	0.549	8000	G	2003
				To: From:		Miln	wood Rd									
Bus 460 3rd Street	0.89	6800	G	92%	1%	5%	1%	1%	0%	F	0.095	F	0.590	7400	G	2003
460 310 311 661	0.09	0000	G	72 /0 To:	1 /0		Farmville		0 /6	•	0.093	•	0.590	7400	G	2003
D: El 10 (Leb	1 (1111)									
Prince Edward County Bus				From:		ECL	Farmville									
(460)	0.49	7100	G	95%	0%	2%	1%	2%	0%	С	0.087	F	0.596	7100	G	2003
				To:		U	JS 460									
				From:		Charlotte	e County 1	Line								
691	0.10	120	N								NA			NA		05/07/2003
(19)				To		S	SR 47									
				From:		US 4	60 WEST	[
600	1.05	680	G	97%	0%	1%	1%	0%	0%	С	0.094	F	0.514	680	G	2003
				From:		US 4	60 EAST									
600	0.14	1300	G	96%	0%	2%	1%	1%	0%	С	0.094	F	0.623	1300	G	2003
				To:		7	3-619									
600	4.03	390	R	From:					u.		NA			NA		06/03/2002
				To:		7	3-617									
				From:		U	JS 460									
601)	2.10	46	R								NA			NA		05/22/2002
				To:		7	3-619									
				From:		U	JS 460									
602	2.72	170	R								NA			NA		06/03/2002
				To:		7	3-617									
				From:		U	JS 460									
603)	0.10	20	R								NA			NA		05/22/2002
				To:			ead End									
$\overline{}$	• = -		_	From:	461		3-671	201		_	0.4	_	0.05=		_	
604)	2.73	600	G	97%	1%	2%	0%	0%	0%	F	0.106	F	0.626	600	G	2003
				From:		73-6	66 WEST		•							
604	1.87	810	G	97%	1%	2%	0%	0%	0%	С	0.111	F	0.655	820	G	2003
				To: From:		7	3-686									
(604)	2.96	1300	G	97%	1%	2%	0%	0%	0%	F	0.098	F	0.668	1300	G	2003
				To:		7	3-665									
				From:		7	3-696									
605)	1.00	70	R	4							NA			NA		06/03/2002
				To:	Dea	d End at Sa	ndv Rive	r Reservoi	r							
605)	0.99	30	R	From:	Dea		,				NA			NA		06/03/2002
				To:		7	3-613									
	_	_	_							_			_			

					Prince	e Edward Mainter	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			α	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		73-613		1							
605)	1.57	340	R	<u> </u>		75-015				NA			NA		06/03/2002
				To:		73-600									
				From:		73-612									
(606)	1.10	40	R							NA			NA		06/03/2002
				From:	Dea	d End at Sandy River	r Reservoi	r							
606	1.10	30	R							NA			NA		06/03/2002
				From:		73-613					_				
606	2.84	250	G	95% To:	2%	3% 0% US 460	0%	0%	С	0.089	F	0.6	250	G	2003
				From:											
607	0.90	260	G	92%	1%	US 360 3% 1%	3%	0%	C	0.107	F	0.577	270	G	2003
607	0.00		_	To:	.,,	73-621 WEST					•	0.0		•	
\bigcirc	4.40			From:	10/	73-621 EAST	201	20/	_						
607	1.10	460	G	92%	1%	3% 1%	3%	0%	F	0.091	F	0.588	470	G	2003
				From:		73-612									00/00/000
607)	1.40	310	R	To:		US 460		1	Ī	NA			NA		06/03/2002
				From:		73-626		1							
608)	1.18	690	G	97%	0%	1% 1%	1%	0%	С	0.097	F	0.754	690	G	2003
000				To:		US 460 WEST									
\bigcirc				From:		US 460 EAST	`								0=1001000
608	2.68	330	R	To:		Dualrinaham Cauntr	Lina		Ì	NA			NA		05/22/2002
				From:		Buckingham County	Line								
600	1.00	90	R	110111.		/3-62/				NA			NA		1999
609			•••	To:		72 (52			Ì						
600	2.70	80	R	From:		73-653				NA			NA		1999
609				To:		73-626 SOUTH	ł								
\bigcirc	4.00		_	From:		73-626 NORTI	1								1000
609	1.90	270	R							NA			NA		1999
\bigcirc	0.00	400		From:		73-625				NIA			NIA		4000
609	0.60	120	R	To:		Buckingham County	, Lina			NA			NA		1999
				From:		73-612	LIIIC								
610	1.25	40	R	<u> </u>		75-012				NA			NA		06/03/2002
010		_		To:		1.25 MN 73-61	2	1							
610	0.35	70	R	From:		1.25 WIN 75-01				NA			NA		1999
(610)				To:		73-606									
				From:		73-613									
611)	2.10	48	R						1	NA			NA		06/03/2002
				To:		73-612									
	4.00		_	From:		73-628									1000
612	1.36	200	R	To:		73-696 SOUTI	1		Ì	NA			NA		1999
				From:		73-696 NORTH									
612	1.65	340	G	96%	1%	2% 0%	1%	0%	С	0.091	F	0.546	340	G	2003
				To: From:		73-613 EAST		}							
612	2.26	240	G	96%	1%	2% 0%	1%	0%	F	0.096	F	0.654	240	G	2003
				To: From:		73-641									
612)	1.54	310	G	96%	1%	2% 0%	1%	0%	F	0.1	F	0.727	310	G	2003
				To:		73-607			<u> </u>						
			_	From:		US 360									1000
613)	1.60	90	R	To:		72 (20 001 17)	ı		İ	NA			NA		1999
						73-629 SOUTI	1								

					1 11110	e Euwaru ivi					1/		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				ίνι,	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		73-629 S	OUTH		1							
613)	3.08	90	R								NA			NA		1999
				To: From:		73-612 73-612 Y	EAST WEST									
613)	1.50	70	R	L.		75 012	WEST				NA			NA		06/03/2002
				To: From:		73-6	11		-							
613	1.30	160	R								NA			NA		06/03/2002
	4.70	220		From:		73-6	06				NIA			NIA		1000
613)	1.70	230	R	To:		73-6	05				NA			NA		1999
				From:		Dead										
614	0.60	20	R								NA			NA		06/03/2002
				To:		73-6										
615	0.65	80	R	From:		Dead	End				NA			NA		05/20/2002
615)	0.00			To:		73-6	57									00/20/2002
				From:		US 4	60									
616	0.50	530	R	To:		N-#C	tT :				NA			NA		1999
				From:		Nottoway C US 4										
617)	2.79	230	R			03-	-00				NA			NA		1999
				To:		SR 3	07									
617)	1.49	310	G	95%	1%	2%	0% 2	2%	0%	С	0.091	F	0.633	310	G	2003
				From:		73-6	00									
617)	0.18	250	R	To:		73-6	20				NA			NA		1999
				From:		73-6			1							
618)	0.40	90	R	L		73-0	17				NA			NA		1999
				To:		Amelia Co	unty Line									
\bigcirc	0.00		_	From:	40/	73-6		0/	00/	_	0.000	-	0.530	750		2222
619	3.80	740	G	96%	1%			%	0%	С	0.088	F	0.578	750	G	2003
(a)	3.20	190	R	From:		73-620 S	OUTH				NA			NA		1999
619	3.20	130	1	To:		Amelia Co	unty Line				INA			INA		1999
_				From:		Dead	End									
(620)	0.80	60	R	- F							NA			NA		06/03/2002
				To: From:		73-619 N 73-619 S										
620	3.14	70	R								NA			NA		1999
				To:	N	lottoway Count		617								
(24)	1.12	150	R	From:		US 3	60				NA			NA		1999
(621)	2			To:		73-6	20									1000
621)	1.20	45	R	From:		73-0	29				NA			NA		06/03/2002
				To		73-6	41									
621)	1.00	60	R	From:							NA			NA		1999
				To: From:		73-607										
621)	0.20	350	G	94% To:	0%			%	0%	С	0.091	F	0.667	350	G	2003
				From:		Nottoway C										
622)	0.80	190	R	L		Nottoway C	ounty Line				NA			NA		1999
022				To:		US 3	60									
				From:		73-6	96									
623	3.40	110	R	To:		73-7	113				NA			NA		1999
						/5-/	13									

Route Length AADT QA						FIIIC	Euwaru	ivialite	ialice A	ica							
	Route	Length	AADT	QA	4Tire	Bus					ινι,		QK		AAWDT	QW	Year
	Prince Edward County				From:		-	73-713									
Columbia	623)	0.45	30	R				3-713				NA			NA		06/03/2002
					To		D	ead End									
1.40 90 R	\sim				From:		Lunenbu	rg County	Line								
1.40 90 R	(624)	0.60	70	R								NA			NA		06/03/2002
Appointment County Line					From:		7	73-628									
Appointment County Line	(624)	1.40	90	R	To:			72 622		1		NA			NA		1999
Recommendation Reco									т.								
Color Colo	(625)	0.50	80	R	110111.		Appomatt	ox County	Line			NA			NA		05/22/2002
Reg	(025)	0.00		•••	To			72 (72									00/11/1001
	625)	2.40	70	R	From:			13-6/2				NA			NA		05/22/2002
	023)				To		2.40.1	ME 72 (7)	,								
	625)	0.10	90	R	From:		2.40 1	VIE /3-0/2	2			NA			NA		05/22/2002
See	(023)	0.10		•••	To:		-	73-609							10.		00/22/2002
See 3.34 400 G 96% 0% 2% 1% 1% 0% F 0.109 F 0.677 400 G 2003					From:		7	73-658									
1.98 1000 G 96% 0% 2% 1% 1% 0% C 0.086 F 0.624 1000 G 2003	(626)	3.34	400	G	96%	0%			1%	0%	F	0.109	F	0.677	400	G	2003
1.98 1000 G 96% 0% 2% 1% 1% 0% C 0.086 F 0.624 1000 G 2003					To:		-	73-650									
	(626)	1.98	1000	G		0%			1%	0%	С	0.086	F	0.624	1000	G	2003
628 0.10 700 G 96% 09% 2% 1% 1% 09% F 0.088 F 0.569 710 G 2003	020				To					- 1							
	626	0.10	700	G		0%			1%	0%	F	0.088	F	0.569	710	G	2003
628	020				To						-		-				
628	626	2.56	670	G		0%			1%	0%	F	0.09	F	0.559	670	G	2003
See	(020)			•	To:	0,0					•	0.00	•	0.000	0.0	•	
Second Color Seco	600	1 84	250	G		0%				0%	F	0 108	F	0.632	250	G	2003
	(020)	1.04	200	Ü		070				070	•	0.100	•	0.002	200	J	2000
627 0.70 230 R					From:					1							
	627	0.70	230	R	<u> </u>			75 400				NA			NA		1999
1.60 160 R					To			72 600									
1999 1999	627	1.60	160	R	From:			3-009				NA			NA		1999
628 2.70 70 R	021)				To:		Appomatt	ox County	Line								
628 2.70 70 R Top T					From:			73-624									
1/3-662 SOUTH	(628)	2.70	70	R								NA			NA		1999
628 0.85 200 R NA NA NA 05/22/2002 628 0.15 100 R NA NA NA NA 1999 628 0.10 190 R NA NA NA NA NA 1999 628 2.30 90 R NA NA NA NA NA 05/22/2002 628 2.16 80 R NA NA NA NA 1999 628 2.79 60 R NA NA NA NA NA 06/03/2002 628 0.65 120 R NA NA NA NA NA NA 06/03/2002 628 2.10 170 R NA NA NA NA NA 06/03/2002 628 1.95 730 R NA NA NA NA 1999																	
Color Colo		0.05	200	В	From:		73-66	<u>52 NORTH</u>	[NΙΔ			NΙΔ		05/22/2002
628 0.15 100 R US 360 NA NA 1999 628 0.10 190 R 73-724 NA NA NA 1999 628 2.30 90 R NA NA NA NA NA 05/22/2002 628 2.16 80 R NA NA NA 1999 628 2.79 60 R NA NA NA NA 06/03/2002 628 0.65 120 R 73-716 NA NA NA NA 06/03/2002 628 2.10 170 R 73-630 SOUTH NA NA NA NA 1999	(628)	0.00	200	ĸ								INA			INA		03/22/2002
Color Colo		0.45	400		From:		0.85 1	MN 73-662	2			NIA			NIA		1000
Color Colo	(628)	0.15	100	К								NA			NA		1999
Columbia		0.10	400	_	From:		Į	JS 360									4000
Columbia	(628)	0.10	190	R								NA			NA		1999
628 2.16 80 R					From:		7	73-724									
628 2.16 80 R	(628)	2.30	90	R	т.,		72.	22 F + 6F				NA			NA		05/22/2002
628 2.16 80 R NA NA NA 1999 628 2.79 60 R NA NA NA NA 06/03/2002 628 0.65 120 R NA NA NA NA 06/03/2002 628 2.10 170 R NA NA NA NA 06/03/2002 628 1.95 730 R NA NA NA NA 1999					From:												
628 2.79 60 R NA NA 06/03/2002 628 0.65 120 R NA NA NA 06/03/2002 628 0.65 120 R NA NA NA 1999	628)	2.16	80	R								NA			NA		1999
628 2.79 60 R NA NA NA 06/03/2002 628 0.65 120 R NA NA NA NA 06/03/2002 628 2.10 170 R NA NA NA NA 06/03/2002 628 1.95 730 R NA NA NA NA 1999	020				To		2 16 1	MN 73-63′	,								
628 0.65 120 R NA NA 06/03/2002 628 2.10 170 R NA NA 06/03/2002 To 73-612 NA NA NA 06/03/2002 To 73-630 SOUTH From 73-630 NORTH NA NA 1999	628	2.79	60	R	From:		2.10 1	VII V 75-052				NA			NA		06/03/2002
628 0.65 120 R NA NA 06/03/2002 628 2.10 170 R NA NA 06/03/2002 73-630 SOUTH From: 73-630 NORTH 628 NA NA 1999	020				To			73 716									
628 2.10 170 R NA NA 06/03/2002 Tr 73-630 SOUTH From: 73-630 NORTH NA NA 06/03/2002 NA NA 1999	628)	0.65	120	R	From:			3-/10				NA		_	NA		06/03/2002
628) 2.10 170 R NA NA 06/03/2002 Tro 73-630 SOUTH From 73-630 NORTH NA NA 06/03/2002 1.95 730 R NA NA 1999	020)	0.00	0		т			72.612		 1		. 47 1					30,00,2002
From: 73-630 NORTH Representation 1.95 730 R NA NA 1999		2 10	170	Р	From:			/3-612				NΙΛ			NIA		06/03/3003
From: 73-630 NORTH Representation 1.95 730 R NA NA 1999	(628)	2.10	170	ĸ	To		73_63	30 SOUTE	ſ	1		INA			INA		00/03/2002
(628) 1.95 730 R NA NA 1999					From:												
US 15	(628)	1.95	730	R								NA			NA		1999
					To-		1	US 15									

					1 111100	Lawara	ivianiton	anoc / t								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		1	US 15									
628	1.60	650	R								NA			NA		1999
	0.00	400	G	To: From: 98%	00/	1%	73-642	00/	00/		0.400	F	0.516	400		2002
628	0.80	480	G	90 70 To:	0%		0% ARMVILL	0% E	0%	С	0.123	Г	0.516	480	G	2003
				From:			73-632									
629	1.75	50	R						1		NA			NA		06/03/2002
				From:			96 NORTH 96 SOUTH									
629	2.27	60	R								NA			NA		1999
				To: From:			13 SOUTH 13 NORTH									
629	1.58	70	R								NA			NA		1999
				To:			73-621									
600	1.94	470	G	95%	0%	3%	73-662 0%	2%	0%	С	0.109	F	0.558	470	G	2003
630	1.04	4,0		To	070		360 EAST	270	0 / 0		0.100	'	0.000	410		2000
630	0.25	520	R	From:		03.	500 EAST				NA			NA		1999
				To:		7	73-728									
630	0.18	490	R						•		NA			NA		1999
				From:			360 WEST									
630	1.33	300	G	95%	0%	2%	0%	2%	0%	С	0.121	F	0.6	300	G	2003
	4.05	560	G	From: 98%	0%	73-63 2 %	32 NORTH 0%	1%	0%	С	0.088	F	0.596	560	G	2003
630	4.05	300	G	90 /0	0 70			1 /0	0 /0	C	0.000		0.590	300	G	2003
630)	0.07	490	G	From: 95%	0%	2%	73-732 0%	2%	0%	F	0.081	F	0.663	490	G	2003
				To			47 SOUTH									
630	2.02	450	G	95%	0%	2%	0%	2%	0%	F	0.085	F	0.718	450	G	2003
				To: From:			5 SOUTH 5 NORTH									
630	0.99	240	R	<u>, </u>		001	<i>2</i> 11011111				NA			NA		1999
				To: From:		7	73-702									
630	0.97	330	R								NA			NA		1999
	0.40	200		From:		7	73-754				N14			NIA.		4000
630	0.18	320	R								NA			NA		1999
630)	1.38	570	R	From:			73-711				NA			NA		1999
				To:		-	73-665									
(630)	0.73	750	G	97%	0%		1%	1%	0%	С	0.106	F	0.586	750	G	2003
(630) (630)				To: From:		73-62	28 SOUTH									
(630)	4.13	340	R								NA			NA		1999
	0.00	400		From:		J	JS 460				NIA			NIA.		4000
630	0.22	160	R	To:		D	ead End				NA			NA		1999
				From:			73-604									
631)	0.25	49	R								NA			NA		05/20/2002
				To:			ead End									
632	3.80	110	R	From:			73-633				NA			NA		05/22/2002
(032)	0.00			To:			30 SOUTH							14/1		30,,
<u> </u>	1 00	140	Р	From:		73-63	80 NORTH				N/A			NIA		1000
632	1.80	140	R	T			20 11 22		1		NA			NA		1999
632	0.50	90	R	From:		/3-6	28 WEST				NA			NA		1999
<u> </u>			-	To:		73-6	528 EAST				-			-		

Route	Length	AADT	QA	4Tire	Bus	2Axle :				Ω C	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		73-62	8 EAST		ĺ							
632)	0.60	70	R	<u> </u>		7.5.5					NA			NA		05/22/2002
	1.00			To: From:		73	-629									05/00/000
632)	1.20	48	R	т			740				NA			NA		05/22/2002
632)	0.30	60	R	From:		73	-749				NA			NA		1999
002				To:		73	-696									
	0.70	600	R	From:		US	S 360				NΙΔ			NIA		05/22/2009
633	0.70	690	K	To		72	-634		1	1	NA			NA		05/22/2002
633	4.88	240	R	From:		/3	-034				NA			NA		05/22/2002
				To:		U	S 15									
	2.00	240	-	From:		U	S 15				NΙΔ			NIA		05/22/2009
634)	2.00	310	R	To:		72	721				NA			NA		05/22/2002
634)	1.95	190	R	From:		/3	-721				NA			NA		05/22/2002
				To:		73	-633									
	0.40	60		From:		73	-654				NΙΔ			NIA		1000
635	0.40	60	R	To:		0.40.14	N. 72. 654	1			NA			NA		1999
635	0.40	10	R	From:		0.40 M	N 73-654				NA			NA		05/22/2002
000				To		Dea	d End									
\bigcirc				From:	201		-696	201	201	_		_		2.12		
636	1.28	240	G	94%	0%	2%	2%	2%	0%	F	0.121	F	0.672	240	G	2003
(626)	0.85	120	R	From:		73	-637		·		NA			NA		05/22/2002
636	0.00		• • • • • • • • • • • • • • • • • • • •	To:		73	-740		1							00/22/2002
636)	2.55	180	G	94%	0%	2%	2%	2%	0%	С	0.098	F	0.5	180	G	2003
				To: From:		US	S 460									
636)	0.31	50	R	To:			15.1				NA			NA		05/22/2002
				From:			id End									
637)	1.89	220	G	98%	0%	2%	0%	0%	0%	С	0.105	F	0.741	220	G	2003
				To:		73	-636									
	1.23	370	G	98%	0%	ECL F	Farmville 0%	0%	0%	С	0.107	F	0.595	370	G	2003
638	1.23	370	•	30 70	0 70		1-748	0 70)	0.107	'	0.555	370	J	2003
638)	0.50	50	R	From:		/3	-/40				NA			NA		1999
				To:		Dea	nd End									
\bigcirc	4.00	70	_	From:		73	-660				NIA			NIA		4000
639	1.60	70	R	To:		73-658	SOUTH				NA			NA		1999
	0.50	242	_	From:		73-658	NORTH									1000
639)	2.50	210	R	To:		73	-657		1		NA			NA		1999
				From:			-696									
640)	1.79	110	R								NA			NA		05/22/2002
				To:			S 460									
(641)	1.40	60	R	1 10III.		73	-621				NA			NA		1999
				To:		73	-612				-					
	0.00		_	From:		73	-643									00/00/005
642)	0.69	800	R	To:		73	-628				NA			NA		06/03/2002
						13	320									

					Prince	e Edward	d Mainte	nance A	rea							
Route	Length	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:			72 (50		1							
643)	2.40	1100	G	97%	0%	2%	73-658	0%	0%	F	0.108	F	0.576	1100	G	2003
643)	0.67	1000	G	97%	0%	2%	73-642 0%	0%	0%	F	0.096	F	0.573	1000	G	2003
643)	1.23	1200	G	From: 97% To:	0%	2%	73-644 0% Farmville	0%	0%	С	0.092	F	0.578	1200	G	2003
				From:			73-643									
644)	0.90	340	R	To:			Dead End				NA			NA		06/03/2002
				From:			73-695									
645)	0.30	48	R	T.,							NA			NA		05/22/2002
(AF)	1.00	200	R	From:			US 460				NA			NA		1999
645)	1.00	200		To:		D	ead End				147 (14/1		1000
				From:			US 15									
646)	0.90	160	R				05 15				NA			NA		1999
019				To:		D	ead End									
				From:			US 15									
647	0.52	60	R								NA			NA		1999
				To: From:		0.52	ME US 1	5	-							
647	1.18	80	R								NA			NA		05/22/2002
				To: From:			30 SOUTI -630 MID	I								
647)	0.25	70	R			/3	-030 MID				NA			NA		05/22/2002
047)				To:			72 715		1							
(647)	3.45	46	R	From:			73-715				NA			NA		05/22/2002
047)	00		•••	To:		73-6	30 NORTI	Н								00/22/2002
				From:			73-643									
648	2.00	450	R				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA			NA		1999
				To		2.00	MN 73-64	13								
648)	1.39	280	R	From:		2.00	1111 75 01				NA			NA		1999
				To:			73-649									
(648)	1.50	200	R	From:			75-047				NA			NA		1999
				To:			73-695									
				From:			US 460									
(649)	0.40	330	R								NA			NA		1999
				To: From:			73-727									
649	1.00	190	R	110111.							NA			NA		1999
				To: From:		1.00	ME 73-72	7	ŀ							
649	0.60	180	R	1 (All).							NA			NA		1999
				To: From:		1.60	ME 73-72	7								
(649)	0.70	110	R	riom:							NA			NA		1999
				To:			73-648									
				From:			73-626									
650	4.10	80	R	_ —							NA			NA		05/20/2002
				To:			73-658									
	0.00	70	_	From:			73-609				N.1.A			N.1.A		4000
651)	0.60	70	R								NA			NA		1999
				From:			73-690									0=106155
(651)	3.00	30	R								NA			NA		05/22/2002
				To: From:		3.00	ME 73-69	0								
(651)	0.02	30	R	_{7.}			70 (00				NA			NA		05/22/2002
				To:			73-608									

					PHILICE	e Edward										
Route	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		119	S 460									
652	5.46	150	R	<u> </u>		0,	3 400				NA			NA		05/22/2002
002				To-		73	3-626									
				From:		73	3-609									
653	0.90	20	R								NA			NA		05/22/2002
				To:			ad End									
	2.00	220	_	From:		73	3-750				NIA			NIA		05/00/000
654)	2.00	330	R								NA			NA		05/22/2002
$\overline{}$	0.00	250		From:		73	3-652				NIA			NIA		4000
(654) (654)	0.30	250	R								NA			NA		1999
$\overline{}$	4.00	540		From:	00/		IS 15	20/	00/		0.004		0.50	F40		2002
(654)	1.80	540	G	92% To:	0%	3%	1% S 360	3%	0%	С	0.094	F	0.56	540	G	2003
				From:												
	0.23	330	R	FIOIII.		U	S 460				NA			NA		05/20/2002
655)	0.23	330	IX	To:		73	3-626				IVA			INA		03/20/2002
				From:			S 460									
656)	1.30	60	R				5 100				NA			NA		05/22/2002
000				To-		Dea	ad End									
				From:		U	S 460		Ī							
657	3.98	240	R								NA			NA		1999
				To-		73	3-733									
(657)	0.25	160	R	rioni.							NA			NA		1999
				To:		73	3-775									
(657) (657)	0.05	60	R	From:							NA			NA		1999
				To		0.05 N	IE 73-775	;	1							
(657)	0.32	90	R	From:							NA			NA		05/20/2002
				To:		Dea	ad End									
_				From:		Dea	ad End									
658	1.16	70	R								NA			NA		05/22/2002
				To- From:		FF	R-646									
658)	0.11	70	R								NA			NA		05/22/2002
				From:		U	S 460									
(658)	2.60	220	G	98%	0%	1%	1%	0%	0%	С	0.114	F	0.5	220	G	2003
				To: From:		73-639	NORTH	[
(658)	2.00	290	G	94%	0%	3%		1%	0%	F	0.103	F	0.585	290	G	2003
				To:		73	3-626		1							
(658)	3.30	300	G	94%	0%	3%		1%	0%	F	0.114	F	0.636	300	G	2003
				To:		73	3-700									
(658)	4.56	460	G	94%	0%	3%		1%	0%	С	0.095	F	0.638	470	G	2003
				To:		73	3-692									
				From:		Dea	ad End		Ī							
(659)	0.19	70	R								NA			NA		05/20/2002
<u> </u>				To: From:		73	3-664									
(659)	2.90	50	R	rioni:							NA			NA		05/20/2002
				To-		73	3-658									
658 658 658 659 660 660				From-		73	3-665									
(660)	3.70	110	R								NA			NA		05/20/2002
				To- From:		73	3-698									
(660)	2.90	260	R	_							NA			NA		05/20/2002
				То:			S 460									
(661)	•		_	From:		73	3-663									05/00/55
(661)	2.20	60	R	To-			2.660		 1		NA			NA		05/20/2002
				To:		73	3-660									

					1 111100	e Euwaru Mairile	nance A	ica							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		73-630		i							
(662)	1.50	340	G	93%	0%	4% 0%	3%	0%	F	0.126	F	0.641	340	G	2003
(662)				To: From:		73-766									
662	0.58	320	G	93%	0%	4% 0%	3%	0%	С	0.105	F	0.636	320	G	2003
662				To		US 360									
				From:		73-671									
663	4.30	90	R	-						NA			NA		05/20/200
				To:		SR 47									
				From:		19-671									
664	3.62	160	R							NA			NA		05/20/200
				To: From:		73-665									
664)	3.00	180	R							NA			NA		05/20/200
				To:		73-658									
				From:		73-671									
665)	2.72	620	G	98%	0%	1% 0%	0%	0%	С	0.083	F	0.518	620	G	2003
				To: From:		73-664									
665)	5.00	520	G	92%	0%	2% 5%	1%	0%	F	0.133	F	0.701	520	G	2003
				To:		73-700									
665)	3.25	700	G	92%	0%	2% 5%	1%	0%	F	0.114	F	0.717	700	G	2003
				To		73-604		-							
665)	0.68	2100	G	92%	0%	2% 5%	1%	0%	С	0.109	F	0.643	2100	G	2003
				To		73-1003									
665)	0.86	850	G	92%	0%	2% 5%	1%	0%	F	0.097	F	0.576	860	G	2003
665)				To											
600	2.32	370	G	From: 97%	0%	US 15 2% 0%	1%	0%	С	0.11	F	0.619	370	G	2003
665	2.52	370	0	To:	0 70	73-630	1 70	070	C	0.11	'	0.013	370	U	2003
				From:		73-671									
666	4.60	70	R			73-071				NA			NA		05/20/200
666				To:		73-604 EAST	,								
\circ				From:		73-604 WEST									
(666)	3.90	100	R							NA			NA		05/20/200
				To:		73-665									
			_	From:		19-671									0=1001000
667)	5.50	100	R	To:		72.665				NA			NA		05/20/200
						73-665									
	2.60	40	R	From:		73-664				NA			NA		05/20/200
(668)	2.00	40	ĸ							INA			INA		03/20/200
$\overline{}$	0.00		_	From:		73-682									05/00/000
668	0.30	60	R	To:		73-667				NA			NA		05/20/200
	1.10	100	R	From:		73-670				NA			NA		05/20/200
669	1.10	100	ĸ	To-		73-644				INA			INA		03/20/200
				From:		Charlotte County	Lina								
670	3.07	80	R			Charlotte County	Line			NA			NA		05/20/200
670)	0.07	00		To:		73-655				147 (14/1		00/20/200
				From:		SR 47									
671)	2.78	340	G	90%	1%	4% 1%	4%	0%	С	0.109	F	0.526	340	G	2003
				Te											
671	3.40	490	G	96%	0%	73-665 2% 0%	1%	0%	F	0.082	F	0.663	490	G	2003
671)	0.40	100	3	. I	U /0		1 /0	J /0	•	0.002	•	0.000	400	J	2000
	2.02	400	•	From:	Ω0/	73-666	10/	00/		0.006	Г	0.574	400		2002
671)	3.03	480	G	96%	0%	2% 0%	1%	0%	С	0.096	F	0.571	480	G	2003
						US 15									

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Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC K Factor	QK Dir Factor	AAWDT	QW Year
Prince Edward County				From:	73-625				
672	0.40	40	R	<u> </u>	15 025	NA		NA	05/22/2002
				To:	Appomattox County Line				
\bigcirc	2.12			From:	US 360				00/00/000
673	0.10	40	R	To:	Dead End	NA I		NA	06/03/2002
				From:	Dead End				
675)	0.75	20	R		Dead End	l NA		NA	1999
				To:	FR-795				
675)	0.82	220	R	From:		NA		NA	1999
				To:	73-695				
$\overline{}$				From:	Dead End				
677)	0.70	50	R	To:	73-608	NA I		NA	05/20/200
				From:					
670	0.45	120	R	r toni.	Dead End	l NA		NA	05/22/200
678	0.40	120		To:	73-695			14/ (00/22/2002
				From:	US 360				
679	0.34	130	R			NA		NA	06/03/2002
				To: From:	0.35 MN US 360				
679	0.06	30	R			NA		NA	06/03/2002
				To:	Dead End				
\bigcirc	0.00	20	_	From-	73-626	NIA.		NIA	05/20/2004
680	0.33	20	R	To:	Dead End	NA I		NA	05/20/200
				From:	73-671				
(681)	0.47	40	R	<u> </u>	73-0/1	NA		NA	05/20/2002
<u></u>				To:	Dead End				
				From:	73-671				
(682)	2.10	50	R			NA		NA	05/20/2002
				To:	73-668				
	0.70	130	R	From:	US 15 WEST	l NA		NA	1999
683	0.70	130	IX.	To:	US 15 EAST			INA	1999
				From:	73-751				
685	0.98	150	R			NA		NA	05/20/2002
				To:	73-655				
\bigcirc				From:	73-666				
686	3.25	160	R	To:	73-604	NA I		NA	05/20/2002
				From:	Dead End				
(687)	0.12	60	R	<u> </u>	Dead End	NA		NA	1999
007)				To:	73-626				
				From:	73-619				
688)	1.45	110	R			NA		NA	05/03/2002
				To-	Dead End				
	1.00	6	R	From:	73-613	NA		NA	06/03/2002
(689)	1.00	U	К	To:	Dead End	INA 		INA	00/03/2002
				From:	73-652				
(690)	1.30	40	R	<u> </u>	,5 002	NA		NA	05/22/2002
				To:	73-651				
\sim				From:	73-665				
691)	1.18	60	R	T	F 17.	NA		NA	05/22/2002
				To:	Dead End				

					1 111100	e Euwaru i	viairiteri	al loc A	ica							
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Trud 3+Axle	ck 1Trail	2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		72	-665		ī							
692)	0.36	2200	G	96%	0%	2%	1%	1%	0%	F	0.084	F	0.639	2200	G	2003
692	1.52	1400	G	From: 96%	0%	2%	SOUTH 1%	1%	0%	С	0.086	F	0.512	1400	G	2003
				From:			NORTH									
693)	1.00	20	R	Prom.			d End				NA			NA		05/20/2002
693)	0.60	60	R	From:		1.00 ME		d	<u> </u>		NA			NA		05/20/2002
				From:			-626									
694)	1.00	120	R	To:			-696				NA			NA		06/03/2002
				From:												
695)	2.39	790	G	93% To:	1%	4%	0 EAST 2% -768	1%	0%	С	0.099	F	0.655	800	G	2003
				From:	Ţ	JS 15 BUS;		ninus								
695	1.38	1100	R								NA			NA		1999
				To:	U	IS 15 BUS;		mville								
(606)	2.29	560	G	95%	0%	2%	360 1%	1%	0%	F	0.089	F	0.748	570	G	2003
696)	2.20	000	Ū	To:	070			170		•	0.000	•	0.740	010	O	2000
696)	3.12	610	G	95%	0%	2%	NORTH 1%	1%	0%	F	0.109	F	0.733	610	G	2003
696)	1.82	980	G	From: 95%	0%		SOUTH 1%	1%	0%	С	0.105	F	0.67	980	G	2003
				From:			-636									
696	1.02	960	G	95%	0%	2%	1%	1%	0%	F	0.096	F	0.682	960	G	2003
696)	2.87	1200	G	From: 92%	0%	5%	-605 1%	1%	0%	С	0.099	F	0.659	1200	G	2003
				To: From:			460									
697)	0.13	40	R	From:		Dead	d End				NA			NA		06/03/2002
\bigcirc	0.50	70	_	From:		73-	-707		-		NIA.			NIA		00/00/0000
(697)	0.50	70	R	To:		73-	-621				NA			NA		06/03/2002
				From:		73-	-663									
(698)	1.45	70	R								NA			NA		05/20/2002
				To:			-660									
	1.80	40	R	From:		73-	-667				NA			NA		05/20/2002
699	1.00	40	IX.	To:		73-	-666				INA			INA		03/20/2002
				From:		73-	-665									
(700)	1.50	90	R	_							NA			NA		05/20/2002
				To:			-658									
	2.10	20	R	From:		73-	-666				NA			NA		05/20/2002
701)	2.10	20		To:		2.10 MI	E 73-666				INA			INA		00/20/2002
				From:		Dead End;	1.35 MW	15								0=1001000
701)	1.35	100	R	To:		119	S 15				NA			NA		05/20/2002
				From:			-630		! 							
702)	1.30	40	R	_							NA			NA		05/22/2002
				To		Dead	d End									
	0.00	E ^		From:		ECL PA	AMPLIN				NI A			NIA.		0E/20/2002
703	0.60	50	R	To:		US 46	50 BUS		1		NA			NA		05/20/2002
						3540										

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Factor	Dir Factor AAWDT QW	Year
Prince Edward County				From:	73-701			
704)	0.05	240	R		/3-/01	I NA	NA	05/22/200
704)				To-	US 360			
				From:	73-604			
705)	0.20	80	R			NA	NA	05/20/200
				From:	73-710			
705)	1.30	50	R	т	D 15 1	NA	NA	05/20/200
				To: From:	Dead End			
700	1.10	60	R	FIOIII.	73-604	l NA	NA	05/20/200
706	1.10	00	• • • • • • • • • • • • • • • • • • • •	To:	Dead End		14/	00/20/200
				From:	Dead End			
707)	0.28	40	R			NA	NA	06/03/200
				To-	73-697			
$\overline{}$				From:	73-626			
708)	0.50	120	R	To:	73-652	NA I	NA	05/22/200
				From:				
700	0.35	10	R	110.11.	Dead End	NA	NA	05/20/200
709				To:	73-665			
				From:	Dead End			
710	0.40	10	R			NA	NA	05/20/200
				To:	73-705			
	0.45	00	_	From:	73-630	.	NIA	05/00/00
711)	0.15	90	R	To:	Dead End	NA I	NA	05/22/20
				From:	Dead End			
712	0.40	30	R	<u> </u>	Deat End	NA	NA	05/20/20
				To:	73-604			
				From:	73-623			
713)	1.55	40	R	_		NA	NA	06/03/200
				To:	73-714			
\odot	1.40	50	R	From:	73-713	l NA	NA	06/03/200
714)	1.40	30	K	To:	Nottoway County Line	INA I	IVA	00/03/200
				From:	Dead End			
715)	0.45	10	R			NA	NA	05/22/200
				To:	73-647			
\sim				From:	Dead End			
716	0.60	30	R	To:	72.639	NA I	NA	06/03/200
				From:	73-628			
717)	0.45	5	R	r toin.	73-609	NA	NA	05/22/200
	0.10		• • •	To:	Dead End			00/22/200
				From:	Lunenburg County Line			
718)	0.03	220	R			NA	NA	05/22/200
				To:	US 360			
$\overline{}$	0.04	40	_	From:	SR 47	N/A	NI A	05/00/00
719	0.61	40	R	To:	Dead End	NA I	NA	05/20/200
				From:	73-626			
720	0.65	120	R	<u> </u>	15-020	I NA	NA	05/20/200
		-		To-	Dead End			
	<u> </u>			From:	Dead End			
721	0.75	40	R	_		NA	NA	05/22/200
				To:	73-634			

					PHILICE	e Edward Maintei	lance Al	ea							
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle	uck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		Dead End									
(722)	0.50	80	R							NA			NA		06/05/2002
\bigcirc				To-		WCL Farmville	e								
\bigcirc	0.00		_	From:		73-665				N10			NIA		05/00/000
723	0.90	20	R	To:		Dead End				NA			NA		05/22/200
				From:		73-628									
(724)	0.25	30	R	<u> </u>		75-028				NA			NA		05/22/200
				To:		Dead End									
				From:		Dead End									
725	0.40	50	R	т		110.15			1	NA			NA		05/20/200
				To:		US 15									
	1.10	30	R	From:		73-619				NA			NA		06/03/200
(726)	1.10	30	IX.	То:		Dead End				INA			INA		00/03/200
				From:		Dead End									
727)	0.60	60	R	l		Doud End				NA			NA		05/22/200
				То:		73-649									
				From-		US 360 WEST									
728	0.43	620	R							NA			NA		1999
				From:		73-630									
728)	0.30	600	R	To:		TIG 260 F A GT			1	NA			NA		1999
				From:		US 360 EAST									
(700)	0.10	30	R	FIOIII.		US 360				NA			NA		05/22/200
729	0.10	30	1	To:		Dead End				IVA			IVA		03/22/200
				From:		73-604									
730	0.35	40	R							NA			NA		05/20/200
				To:		Dead End									
\bigcirc				From:		SR 307									
731)	0.55	47	R	To:		D 15 1			ı	NA			NA		06/03/200
				From:		Dead End									
(722)	0.60	80	R	From:		73-630				NA			NA		05/22/200
732	0.00	00		To:		Dead End				14/1			14/1		OOIZZIZOO
				From:		Dead End									
733)	0.80	50	R					•		NA			NA		05/20/200
				To:		73-657									
\bigcirc				From:		Dead End									
734)	0.70	20	R	To:		73-660			1	NA			NA		05/20/2002
				From:											
725	0.16	110	G	98%	0%	US 460 0% 1%	1%	0%	С	0.117	F	0.563	110	G	2003
(735)	0.10		Ŭ	To:	070		170		ı	0.117	•	0.000	110	Ü	2000
	0.34	170	G	91%	3%	73-600 2% 4%	1%	0%	С	0.104	F	0.6	170	G	2003
735	0.01		Ū	To:	070	US 460	170	070	l	0.101	•	0.0		Ū	2000
				From:		US 460 SOUTI	Ή								
(736)	0.80	90	R	_						NA			NA		06/05/2002
				То:		US 460 NORT	Н								
			_	From:		Dead End									0=/
(737)	0.80	50	R	To:		72 (22		1	I	NA			NA		05/22/200
						73-633									
(720)	0.40	30	R	From:		73-626			l	NA			NA		05/20/200
(738)	0.40	30	ĸ	То:		Dead End				INA			INA		0012012001
						Doug Did									

					Prince Edward Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K Factor	QK Dir A Factor	AAWDT C)W Year
Prince Edward County				From:	73-608				
739	0.60	80	R	<u> </u>	73 000	NA		NA	1999
				To:	Dead End				
				From:	73-636				
740	0.80	30	R	To:	D 1E 1	NA		NA	05/22/2002
				From:	Dead End				
742	0.30	40	R	rioni.	Dead End	I NA		NA	05/22/2002
742	0.00	40		To:	73-630			14/ (00/22/2002
				From:	Dead End				
743)	0.26	710	R			NA		NA	1999
				To:	SCL Farmville				
\bigcirc				From:	US 15				0=1001000
744)	1.55	30	R	To:	Dead End	NA I		NA	05/20/2002
				From:					
745)	0.67	70	R		SR 307	NA NA		NA	05/22/2002
(743)	0.0.		•••	To:	Dead End				00/11/1001
				From:	73-652				
746	0.86	70	R			NA		NA	1999
				To:	Cul-de-Sac				
$\overline{}$				From:	73-654				
747)	0.21	20	R	To:	D 15 1	NA		NA	05/22/2002
				From:	Dead End				
740	0.23	50	R	From:	73-638	l NA		NA	06/03/2002
748	0.20	30	1	To:	Dead End	I IVA		14/3	00/03/2002
				From:	Dead End				
749	0.40	30	R			NA		NA	05/22/2002
				To:	73-632				
				From:	73-654				
750	0.52	40	R			NA		NA	1999
				To:	Dead End				
	2.20	80	R	From:	73-657	NA NA		NA	05/20/2002
751)	2.20	00	ĸ			INA		INA	05/20/2002
\bigcirc	0.00	450		From:	73-685	NIA		NIA	1999
751)	0.02	150	R	To:	US 460	NA		NA	1999
				From:	73-633				
752	0.28	40	R	<u> </u>	75-055	NA		NA	05/22/2002
102				To:	Dead End				
				From:	CL Farmville				
753)	0.13	320	R			NA		NA	06/05/2002
				To:	Dead End				
				From:	Dead End				
754)	0.25	70	R	To:	73-630	NA		NA	05/22/2002
755	0.55	50	R	From:	73-720	NA NA		NA	05/20/2002
755)	0.55	30	11	To:	Dead End	INA		IVA	0012012002
				From:	US 460				
756	1.20	140	R		OUT OU	NA		NA	06/03/2002
130				To:	Dead End				
				From:	Dead End				
757	0.60	30	R	_		NA		NA	05/20/2002
				To-	73-663				

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	ıck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:		US 15									
758)	0.32	270	R							NA			NA		05/22/200
				To:		Dead End									
\bigcirc	4.00	20		From:		Dead End				NIA			NIA		05/00/000
759	1.00	20	R	To:		US 15				NA			NA		05/20/200
				From:		73-626		1							
760	0.45	60	R			75 020				NA			NA		05/20/200
				To:		Dead End									
				From:		73-627									
761)	0.45	10	R	To:		D IF I				NA			NA		05/22/200
						Dead End									
	0.40	70	R	From:		Dead End				NA			NA		05/20/200
762	0.40	70	IX.	To:		US 15				INA			INA		03/20/200
				From:		US 460									
(763)	0.15	60	R							NA			NA		1999
				To:		Dead End									
				From:		Dead End									
764)	0.40	40	R	To:		72.650				NA			NA		05/20/200
				From:		73-650									
705	0.33	20	R	From:		Dead End				NA			NA		06/03/200
765	0.55	20	IX.	To:		US 360				INA			INA		00/03/200
				From:		73-662		1							
766	0.38	30	R							NA			NA		06/03/200
				To:		Dead End									
$\widehat{}$				From:		Dead End									
(767)	0.18	80	R	To:		72.605				NA			NA		1999
				From:		73-695									
(700)	0.22	90	R	rioni.		Dead End				NA			NA		1999
768	0.22		••	To:		72.605							10.		1000
(768)	0.22	1600	G	From: 95%	0%	73-695 2% 2%	0%	0%	С	0.084	F	0.591	1600	G	2003
(700)	0.22			To:	0,0	US 15		0,0		0.00	•	0.00.			
				From:		73-619									
(769)	1.10	46	R							NA			NA		06/03/200
				To:		Dead End									
\bigcirc	0.00	_		From:		73-671				N1.0			NIA		05/00/000
770	0.30	7	R	To:		Dead End				NA			NA		05/20/200
				From:		Dead End Dead End		1							
771)	0.36	30	R			Dead End				NA			NA		05/20/2002
				To:		US 15									
				From:		73-654		1							
772	0.20	20	R							NA			NA		1999
				To:		Dead End									
\bigcirc	0.00	400	_	From:		73-648				NI A			NIA.		05/00/000
773	0.23	100	R	To:		Dead End				NA			NA		05/22/200
				From:		Dead End									
775	0.50	70	R	<u> </u>		Dead Ellu				NA			NA		05/20/200
				To:		73-657							<u> </u>		
				From:		US 460									
(776)	0.65	NA								NA			NA		
				To:		Dead End									

					Fillice Edward Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Fact	()	Dir Factor	AAWDT	QW	Year
Prince Edward County				From:	US-00015(B)/APPROXIMATE LOCATION						
(778)	0.34	NA		<u> </u>	OS-00015(B)/ATTROAMMATE ESCATION	N.A			NA		
				To:	Dead End/						
\bigcirc	0.40	NA		From:	73-00778(B)/	NI A			NIA		
779	0.16	NA		To:	73-00628(B)/	N.A			NA		
				From:	Dead End						
780	0.60	50	R	<u> </u>		N/	L		NA		05/22/2002
<u> </u>				To:	73-648						
	0.50	40	R	From:	Dead End	NI A			NΙΔ		05/20/200
(785)	0.50	10	ĸ	To:	73-669	NA			NA		05/20/200
				From:	Dead End						
790	0.69	180	R			NA			NA		05/20/200
				To:	US 15						
\bigcirc	0.05	020		From:	Dead End	NI A			NIA		1000
(1001)	0.85	830	R	To:	73-692	N.A			NA		1999
				From:	73-692						
1002	0.07	900	R			N.A			NA		1999
				To-	73-1005 WEST						
(1002)	0.43	650	R			N.A	L		NA		1999
				To:	Dead End						
	0.15	40	R	From:	Dead End	N.A			NA		1999
1003	0.15	40	K	To:	73-692	INA			INA		1999
				From:	73-692						
1004	0.20	50	R	_		N/			NA		1999
				To:	Dead End						
	0.23	220	R	From:	73-1002 WEST	N.A			NA		1999
1005	0.23	220	K	To:	73-1002 EAST	INA			INA		1999
				From:	Dead End						
1006	0.40	40	R			N/			NA		06/03/2002
				To:	73-692						
	0.10	150	R	From:	SR 133	N.A			NA		1999
(1007)	0.10	130	IX.	т.,	0.10 ME CD 122	INA	<u>.</u>		INA		1999
(1007)	0.25	80	R	From:	0.10 ME SR 133	N.A			NA		1999
(1007)	0.20		• • • • • • • • • • • • • • • • • • • •	To:	Dead End						1000
				From:	73-692						
(1008)	0.07	45	R			NA			NA		1999
				To:	Dead End						
(1000)	0.27	290	R	From:	SCL Farmville	N.A			NA		1999
(1009)	0.2.	200	• • •	To:	73-1010						1000
(1009)	0.23	250	R	From:	/3-1010	N.A			NA		1999
				To	73-1012						
(1009)	0.12	230	R	From:	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	N.A			NA		1999
				To-	73-1011						
(1009)	0.17	220	R			NA.			NA		1999
				To: From:	73-1013						
1009	0.10	30	R			NA.			NA		1999
				Tn·	Dead End						

					Fillice Edward Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K Dir I Factor Facto		/ Year
Prince Edward County				From:	73-1025	1		
(1010)	0.16	20	R	<u></u>	75-1023	NA	NA	1999
				To:	73-1009			
\bigcirc	0.47	70	_	From:	73-1009	NA.	NIA	4000
(1011)	0.17	70	R	To:	Dead End	NA T	NA	1999
				From:	Dead End			
(1012)	0.18	80	R			NA	NA	1999
				To:	73-1009			
	0.19	00	В	From:	Dead End		NA	1000
1013	0.19	80	R	To:	73-1009	NA T	NA	1999
				From:	Cul-de-Sac			
1014)	0.43	230	R			NA	NA	1999
				To: From:	73-1015]		
1014)	0.19	300	R			NA	NA	1999
				To:	73-743	<u> </u>		
(1015)	0.11	60	R	From:	73-1014	NA	NA	1999
(1015)	0.11	00		To:	Cul-de-Sac	1	IVA	1000
				From:	73-1014			
(1016)	0.11	40	R			NA	NA	1999
				To:	Cul-de-Sac			
	0.12	50	В	From:	Dead End	NA	NA	1999
1017	0.12	50	R	To	73-1018	1	NA	1999
				From:	Dead End			
1018)	0.09	50	R			NA	NA	1999
				To:	73-1017			
	0.44	400	_	From:	73-1021]	NIA	00/40/000
(1020)	0.11	100	R	To:	73-1001	NA 1	NA	06/10/2002
				From:	Dead End	<u>.</u>		
(1021)	0.09	40	R			NA	NA	06/10/2002
				To-	73-1020	7		
(1021)	0.05	30	R			NA	NA	06/10/2002
				To:	Dead End			
	0.49	70	R	From:	73-1026	NA	NA	06/10/2002
1025	0.49	70	K			INA T	NA	00/10/2002
1025	0.17	45	R	From:	73-1010	NA	NA	06/10/2002
1025	0.11	.0	• • • • • • • • • • • • • • • • • • • •	To:	Cul-de-Sac	1		00/10/2002
				From:	Cul-de-Sac			
(1026)	0.05	4	R			NA	NA	06/10/2002
				To:	73-1025	1		
(1000)	0.70	80	R	From:	US 15	NA	NA	1999
(1030)	0.70	ou	ĸ	To:	Dead End]	INA	1999
				From:	Pr Edward High School	•		
9877	0.18	1800	R	4		NA	NA	06/05/2002
				To:	73-628	1		
\bigcirc				From:	Pr Edward Elem School	J		
9957)	0.12	430	R	To:	73-628	NA T	NA	06/05/2002
					/3-028			

Third Thir						Prince	e Edward Mainter	nance A	rea							
Industrial Park Dr	Route	Length	AADT	QA	4Tire	Bus			2Trail	QC		QK		AAWDT	QW	Year
Mindustrial Park Dr 0.36 2000 G 96% 0% 1% 1% 1% 0% C 0.108 F 0.594 2200 G 2003	Town of Farmville															
1.173 1.174 1.17																
Industrial Park Dr	(11) Industrial Park Dr	0.36	2000	G	96%	0%	1% 1%	1%	0%	С	0.108	F	0.594	2200	G	2003
Morth St					To:		73-753									
O.N MIN NOTE 1737-33 C. O.099 F O.594 3000 G 2003 C. O.099 F O.594 3000 G 2003 O.099	1 Industrial Park Dr	0.74	570	G		1%		0%	0%	С	0.093	F	0.542	620	G	2003
2 2 2 2 2 2 3 2 2 3 2 2	144)	•		•		.,,				Ū	0.000	•	0.0	0_0	•	_000
## 2 and Street					E			100								
South St 0.11 2300 G 98% 0% 1% 1% 0% 0% C 0.128 F 0.52 2500 G 2003	Out Other at	0.40	0000	_		40/		00/	00/	_	0.000	_	0.504	0000	0	0000
North St	2 2nd Street	0.13	2800	G	_	1%		0%	0%	C	0.099	г	0.594	3000	G	2003
## North St					In-		South St									
Third St 10.08 2800 G 97% 0% 2% 1% 0% 0% 0% 0% 0% 0% 0	_				From:		High St									
North St	A North St	0.11	2300	G	98%	0%	1% 1%	0%	0%	С	0.128	F	0.52	2500	G	2003
## North St	144				To:		Thind Ct									
South St 0.12 1900 G 97% 0% 1% 1% 1% 0% 0% 0% 0	North St	0.08	2800	G		O%		Λ0/-	00/-		0.008		0.504	3000	G	3003
South St 0.12 1900 G 97% 0% 1% 1% 1% 0% 0% C 0.106 F 0.524 2000 G 2003	144) NOITH St	0.00	2000	G		0 /0		0 /6	0 /0	C	0.090		0.594	3000	G	2003
South St 0.12 1900 G 97% 0% 1% 1% 1% 0% 0% C 0.106 F 0.524 2000 G 2003 South St 0.09 1200 G 98% 0% 1% 1% 1% 0% 0% C 0.115 F 0.558 1300 G 2003 South St 0.09 1200 G 98% 0% 1% 1% 1% 0% 0% C 0.096 F 0.504 4200 G 2003 South St 0.09 1200 G 98% 0% 1% 1% 1% 0% 0% C 0.096 F 0.504 4200 G 2003 South St 0.09 1200 G 98% 0% 1% 1% 1% 0% 0% C 0.096 F 0.504 4200 G 2003 South St 0.09 1200 G 98% 0% 1% 1% 0% 0% 0% C 0.015 F 0.588 3800 G 2003 South St 0.09 1200 G 98% 0% 1% 0% 0% 0% F 0.117 F 0.584 1900 G 2003 South St 0.62 1800 G 97% 0% 1% 0% 0% 0% F 0.117 F 0.584 1900 G 2003 South St 0.38 2600 G 97% 0% 1% 0% 0% 0% C 0.104 F 0.529 2800 G 2003 South St 0.38 2600 G 97% 0% 1% 0% 0% 0% C 0.111 F 0.546 770 G 2003 South St 0.27 720 G 99% 0% 1% 1% 0% 0% 0% C 0.111 F 0.546 770 G 2003 South St 0.10 3500 G 99% 0% 1% 1% 0% 0% 0% C 0.111 F 0.548 3800 G 2003 South St 0.13 1000 G 99% 0% 1% 1% 0% 0% 0% C 0.115 F 0.588 3800 G 2003 South St 0.13 1000 G 98% 1% 1% 2% 0% 0% C 0.119 F 0.588 3800 G 2003 South St 0.13 1000 G 98% 1% 1% 0% 0% 0% C 0.119 F 0.504 1100 G 2003 South St 0.18 2300 G 98% 0% 1% 1% 0% 0% 0% C 0.115 F 0.534 2500 G 2003 South St 0.18 2300 G 98% 0% 1% 1% 0% 0% 0% C 0.093 F 0.519 5100 G 2003 South St 0.18 2300 G 98% 0% 1% 1% 0% 0% 0% C 0.093 F 0.519 5100 G 2003 South St 0.18 2300 G 98% 0% 1% 1% 0% 0% 0% C 0.093 F 0.519 5100 G 2003 South St 0.18 2300 G 98% 0% 3% 1% 0% 0% 0% C 0.093 F 0.519 5100 G 2003 South St 0.18 2300 G 98% 0% 3% 1% 0% 0% 0% C 0.097 F 0.574 2000 G 2003 South St 0.18 2400 G 98% 0% 1% 1% 0% 0% 0% C 0.097 F 0.574 2000 G 2003 South St 0.18 2400 G 98% 0% 1% 1% 0% 0% 0% C 0.098 F 0.782 840 G 2003 South St 0.098 5 1900 G 98% 0% 1% 0% 0% 0% C 0.098 F 0.782 840 G 2003 South St 0.098 5 1900 G 98% 0% 1% 0% 0% 0% 0% C 0.098 F 0.574 2000 G 2003 South St 0.098 5 1900 G 98% 0% 1% 0% 0% 0% 0% C 0.098 F 0.574 2000 G 2003 South St 0.098 5 1900 G 98% 0% 1% 0% 0% 0% 0% C 0.098 F 0.574 2000 G 2003 South St 0.098 5 1900 G 98% 0% 1% 0% 0% 0% 0% C 0.098 F 0.782 840 G 2003					10.		Second St									
South St 0.09 1200 G 98% 0% 1% 1% 1% 0% 0% 0% C 0.115 F 0.558 1300 G 2003							4Th St									
South St 0.09 1200 G 98% 0% 1% 1% 0% 0% 0% C 0.115 F 0.558 1300 G 2003	5 South St	0.12	1900	G	97%	0%	1% 1%	1%	0%	С	0.106	F	0.524	2000	G	2003
South St	· • • • • • • • • • • • • • • • • • • •				To		3B4 St									
Section Sect	South St	0 00	1200	G		0%		0%	0%	C	0 115	F	0 558	1300	G	2003
Section Continue	144	0.09	1200	3		J /0		0 /0	0 /0	J	0.113	'	0.000	1000	J	2000
Griffin Blvd 0.79 3900 G 98% 0% 1% 1% 1% 0% 0% C 0.096 F 0.504 4200 G 2003																
High St 0.62 1800 G 97% 0% 1% 0% 0% 0% 0% 0% 0	<u> </u>			_						_					_	
See High St 0.62 1800 G 97% 0% 1% 0% 0% 0% 0% F 0.117 F 0.584 1900 G 2003	3851) Griffin Blvd	0.79	3900	G	98%	0%	1% 1%	1%	0%	С	0.096	F	0.504	4200	G	2003
High St 0.62 1800 G 97% 0% 1% 0% 0% 0% 0% F 0.117 F 0.584 1900 G 2003 High St	144/				To:		High St									
High St 0.62 1800 G 97% 0% 1% 0% 0% 0% 0% F 0.117 F 0.584 1900 G 2003 High St 0.38 2600 G 97% 0% 1% 0% 0% 0% 0% C 0.104 F 0.529 2800 G 2003 High St 0.38 2600 G 97% 0% 1% 0% 0% 0% C 0.104 F 0.529 2800 G 2003 High St 0.38 2600 G 97% 0% 1% 1% 0% 0% C 0.104 F 0.529 2800 G 2003 High St 0.27 720 G 99% 0% 1% 1% 0% 0% C 0.111 F 0.546 770 G 2003 High St 0.10 3500 G 99% 0% 1% 1% 0% 0% 0% C 0.111 F 0.546 770 G 2003 High St 0.10 3500 G 99% 0% 1% 1% 0% 0% 0% C 0.111 F 0.546 770 G 2003 High St 0.10 3500 G 99% 0% 1% 1% 0% 0% 0% C 0.127 F 0.558 3800 G 2003 High St 0.13 1000 G 96% 1% 1% 1% 0% 0% 0% C 0.127 F 0.54 1100 G 2003 High St 0.13 1000 G 96% 1% 1% 1% 0% 0% 0% C 0.119 F 0.606 830 G 2003 High St 0.13 1000 G 96% 1% 1% 1% 0% 0% 0% C 0.119 F 0.606 830 G 2003 High St 0.13 1000 G 99% 0% 0% 0% 0% 0% 0% C 0.119 F 0.606 830 G 2003 High St 0.13 1000 G 99% 0% 0% 0% 0% 0% 0% 0% C 0.119 F 0.606 830 G 2003 High St 0.13 1000 G 99% 0% 0% 0% 0% 0% 0% 0% C 0.115 F 0.534 2500 G 2003 High St 0.13 1000 G 99% 0% 0% 0% 0% 0% 0% 0% C 0.115 F 0.534 2500 G 2003 High St 0.13 1000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% C 0.015 F 0.597 650 G 2003 High St 0.13 1000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% C 0.003 F 0.519 5100 G 2003 High St 0.13 1000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% C 0.003 F 0.519 5100 G 2003 High St 0.13 1000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% C 0.003 F 0.519 5100 G 2003 High St 0.13 1000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% C 0.003 F 0.519 5100 G 2003 High St 0.13 1000 G 99% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%					From:		WCL Farmville	9	Ī							
High St 0.38 2600 G 97% 0% 1% 0% 0% 0% 0% C 0.104 F 0.529 2800 G 2003	High St	0.62	1800	G	97%	0%			0%	F	0.117	F	0.584	1900	G	2003
High St 0.38 2600 G 97% 0% 1% 0% 0% 0% 0% C 0.104 F 0.529 2800 G 2003	144															
Church St	O									_						
Church St	3852) High St	0.38	2600	G		0%	1% 0%	0%	0%	С	0.104	F	0.529	2800	G	2003
Virginia St 0.27 720 G 99% 0% 1% 1% 0% 0% C 0.111 F 0.546 770 G 2003					To:		Oak St									
Longwood Ave Section Longwood Ave Longwood Ave Section Longwood Ave Longwood					From:		Church St									
Second Part	3853) Virginia St	0.27	720	G	99%	0%	1% 1%	0%	0%	С	0.111	F	0.546	770	G	2003
Niginia St 0.10 3500 G 99% 0% 1% 1% 0% 0% F 0.102 F 0.558 3800 G 2003	144				т											
Third St		0.40		_		201				_		_			_	
Second Persimmon Tree Fork R 0.47 600 G 98% 1% 1% 1% 0% 0% 0% 0% 0	3853) Virginia St	0.10	3500	G		0%		0%	0%	F	0.102	F	0.558	3800	G	2003
Barrow St 0.13 1000 G 96% 1% 1% 2% 0% 0% 0% 0% 0 0 0.127 F 0.54 1100 G 2003	<u> </u>				To:		Third St									
Second Persimmen Tree Fork R					From:		First Avenue									
Second Persimmon Tree Fork R	3854) Barrow St	0.13	1000	G	96%	1%	1% 2%	0%	0%	С	0.127	F	0.54	1100	G	2003
Section Sect	144				To:		Griffin Blvd									
Section Sect					From:				1							
Main St Main	Cilliam Dr	0.22	770	G		10/		00/			0.110	_	0.606	920	C	2002
Second Persimmon Tree Fork R 0.47 600 G 92% 2% 3% 1% 2% 0% 0% 0% 0% 0% 0% 0	3856) Gillam Di	0.23	770	G		170		0%	0%	C	0.119	Г	0.606	030	G	2003
Second S					10.		Main St									
Main St Sus US 15 Main St Sus US 460 Third St Sus US					From:		High St									
Main St St St St St St St St	Nenable St	0.18	2300	G	99%	0%	0% 0%	0%	0%	С	0.115	F	0.534	2500	G	2003
River Rd 1.52 4700 G 98% 0% 1% 1% 0% 0% 0% C 0.093 F 0.519 5100 G 2003	144/				To:											
Milnwood Rd 1.52 4700 G 98% 0% 1% 1% 0% 0% 0% C 0.093 F 0.519 5100 G 2003	•				From:			St	ī							
144 15treet 15trans	Milnwood Pd	1 52	4700	G		00/-			O0/-	C	0 003	_	0.510	5100	G	2002
Bus US 460 Third St	3860) WIII WOOU KU	1.02	7/00	G	30 70 	U 70	170 170	U /0	U /0	C	0.093	1.	0.018	3100	J	2003
Persimmon Tree Fork R 0.47 600 G 98% 1% 1% 0% 0% 0% 0% C 0.105 F 0.597 650 G 2003																
144 150	(3860) Persimmon Tree Fork R	0.47	600	G		1%	1% 0%	0%	0%	С	0.105	F	0.597	650	G	2003
Plank Rd 0.58 1800 G 92% 2% 3% 1% 2% 0% C 0.097 F 0.574 2000 G 2003	144/				To:		73-638 ECL Farm	ville								
Plank Rd 0.58 1800 G 92% 2% 3% 1% 2% 0% C 0.097 F 0.574 2000 G 2003					From:		WCL Farmville	2	ī				<u> </u>			
River Rd 0.55 770 G 96% 0% 3% 0% 0% 0% C 0.088 F 0.782 840 G 2003 Secondary Seconda	Plank Rd	0.58	1800	G		2%			0%	C	0 097	F	0 574	2000	G	2003
River Rd 0.55 770 G 96% 0% 3% 0% 0% 0% C 0.088 F 0.782 840 G 2003 From Main St ECL Farmville	144	3.00	.000	-	J_ /0	- /0	2,3 1/0	_,0	3,0	9	2.001	•	3.01 -	_000	_	_555
144) To ECL Farmville Frame	<u> </u>															
Main St Main St Main St	River Rd	0.55	770	G	96 <u>%</u>	0%			0%	С	0.088	F	0.782	840	G	2003
Main St Street 0.16 2400 G 97% 0% 1% 1% 0% 0% C 0.103 F 0.532 2600 G 2003 C 2003 2003 C 2003 2003 C 2003	144				To:		ECL Farmville	:								
3864 4th Street 0.16 2400 G 97% 0% 1% 1% 0% 0% C 0.103 F 0.532 2600 G 2003 To Virginia St Virginia St					From:											
1944/ Virginia St	4th Street	0.16	2400	G		0%		0%	0%	C	ი 103	F	0 532	2600	G	2003
Virginia St	144	0.10	£400	9	J1 /0 	U /0	170 170	J /0	J /0	O	0.103	'	0.002	2000	J	2003
144	<u> </u>															
144 /	3864) Longwood Ave	0.55	1900	G	98%	0%	1% 0%	1%	0%	F	0.118	F	0.574	2000	G	2003
	144/				To:		Cedar St									

					FIIICE	e Edward Mainte	Hance A	ilea							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle	uck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
own of Farmville				From:		G 1 G		-							
Longwood Ave	0.49	4100	G	98% To:	0%	Cedar St 1% 0% Third St	1%	0%	С	0.088	F	0.568	4400	G	2003
dat Avanua		CE0.		From:		School St				0.444	_		740		2002
1st Avenue		650	G	To:		Franklin St				0.114	F		710	G	2003
4th Avenue		80	G	From:		School St				0.152	F		90	G	2003
4th Avenue				То:		Fayette St				0.102					2000
Agee St		800	G	From:		Cobb St				0.11	F		870	G	2003
Agec of				To:		West Third S	t			0.11	•		010		
Bizarre St		180	G	From:		Georgia St				0.124	F		200	G	2003
				To:		Jefferson St									
Cobb St		220	G	From:		Agee St				0.146	F		240	G	2003
				To:		Holman St				0.140			240		2000
Edmund St		170	G	From:		Hill St				0.18	F		180	G	2003
Editiona St		170		To		Griffin Blvd				0.10	'		100		2000
On annin Ot		400		From:		Stepney St				0.44	_		440		0000
Georgia St		130	G	To:		Monroe St				0.14	F		140	G	2003
				From:		Cobb St					_				
Holman St		220	G	To		West Third S	t			0.146	F		240	G	2003
				From:		Gum St									
Hylawn Ave		530	G	To:		ECL Farmvill	e			0.123	F		570	G	2003
				From:		Georgia St		•							
Monroe St		160	G	To:		Maryland St				0.112	F		170	G	2003
				From:		Main St									
Osborne Rd		760	G	To:		Jefferson St		1		0.086	F		820	G	2003
				From:		Watson St									
Park Ave		180	G	To:		Serpell St				0.126	F		190	G	2003
				From:		Watson St									
Richardson St		50	G	To:						0.141	F		60	G	2003
				From:		Glenn St 4Th Ave									
School St		80	G	Ter						0.18	F		80	G	2003
				To: From:		3Rd Ave Longwood Av	e	<u> </u> 							
Vaughan St		1200	G	<u> </u>		-	•			0.171	F		1300	G	2003
				To: From:		Third St		1							
Watkins St		120	G			Chambers St				0.114	F		130	G	2003
				To:		Redford St									